

19991220.ba v02_n759.bam.991220

>From ???@??? Tue Dec 21 01:58:24 1999
Message-Id: <199912202255.dBKMtNP01479@sco.theporch.com>
Date: Mon, 20 Dec 1999 16:54:57 CST
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 2759

BOATANCHORS Digest 2759

Topics covered in this issue include:

- 1) Pot needed
by john <johnmb@mindspring.com>
- 2) Fw: Viking II LV xformer needed
by "Nick England" <nick@nc-cdat.com>
- 3) FW: a really interesting site on repro scientific equipment
by "Ed Sieb" <sieb@sympatico.ca>
- 4) Re: Pot needed
by john <johnmb@mindspring.com>
- 5) Problem with T4X-C
by JONWEINER@aol.com
- 6) Re: UPS WARNING !
by "DavidC" <eDoc@netzero.net>
- 7) Star Roamer Schematic Available Online
by Deane D McIntyre <dmcintyr@ucalgary.ca>
- 8) Re: UPS WARNING !
by Dave Jordan <wa3gin@erols.com>
- 9) BC-348-0
by PLT1032@aol.com
- 10) Re: BC-348-0
by "Grant Youngman" <nq5t@home.com>
- 11) Re: UPS WARNING !
by Hue Miller <kargokult@proaxis.com>
- 12) Resurrection
by Dick Dillman <ddillman@igc.org>
- 13) Re: UPS WARNING !
by Dan <hankarn@pacbell.net>
- 14) Re: UPS WARNING !
by knepper <knepper@lenzlink.net>
- 15) Re: UPS WARNING !
by "JOSE V. GAVILA (EB5AGV/EC5AAU)" <eb5agv@ctv.es>
- 16) FLASH. UPS Y2K glitch affects parcel smasher and blows insurance scam to hell.
by "Bob Duckworth" <wb4mnf@atl.org>
- 17) Panadaptor help
by James.Reid@merisel.com

- 18) RE: Resurrection
by "Pete Ferrand" <pete@vermontel.net>
19) Re: Sony Mics
by Jderm740@aol.com
20) Fluke question - and Viking I
by MODSTEPH@ACS.EKU.EDU

Message-Id: <3.0.3.32.19991219120407.00a96278@mindspring.com>
Date: Sun, 19 Dec 1999 12:04:07 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: john <johnmb@mindspring.com>
Subject: Pot needed
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

I'm looking for a switched potentiometer... about 10K at about 1-2 watts.
Circa 30's style while Im dreaming here....

Thanks for any help..pleas keep me in mind when you're next in that
corner of your junkbox

Rgds
John
johnmb@mindspring.com

Message-ID: <00d401bf4a48\$8b7e8a90\$01010101@interpath.net>
From: "Nick England" <nick@nc-cdat.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Fw: Viking II LV xformer needed
Date: Sun, 19 Dec 1999 12:43:21 -0500
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Please respond to the original sender & not me
73 from Nick KD4CPL

----- Original Message -----
From: <Wa3eon@aol.com>
To: <nick@cs.unc.edu>
Sent: Sunday, December 19, 1999 12:10 AM
Subject: (no subject)

> I dont know if this will help me or not but I'm just about out of ideas. I
> want to get back on am radio, but the viking two blew the low voltage
> transformer. I wonder if perhaps you would know anyone that would have a
> viking two or parts for sale, I hope I'm not bothering you with my
problems.
> James W. Burton, 104 Kent road, Lancaster, Pa. 17603
> ham call is Wa3eon
> em Address is Wa3eon@AOL.com
>
> Thanks for any help you can give me
> Jim.
>

From: "Ed Sieb" <sieb@sympatico.ca>
To: Old Tube Radios <boatanchors@theporch.com>
Cc: "Steve Rudick" <srudick@hotmail.com>
Subject: FW: a really interesting site on repro scientific equipment
Date: Sun, 19 Dec 1999 13:14:21 -0500
Message-ID: <LOBBJH0LOOHLIPLONIAFEELFCDA.sieb@sympatico.ca>
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

This was sent to me by Al Feder, W1UX.
I thought I'd share this with the rest of the Boatanchors group.

-----Original Message-----
From: y.a.feder [mailto:y.a.feder@tinyradio.com]
Sent: Sunday, December 19, 1999 11:36 AM
Subject: a really interesting site on repro scientific equipment

<http://ww1.arcsandsparks.com/webpages2/arcsandsparks/>

See you on 100 meters spark sometime?

Message-Id: <3.0.3.32.19991219135145.00a8f0ec@mindspring.com>
Date: Sun, 19 Dec 1999 13:51:45 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: john <johnmb@mindspring.com>
Subject: Re: Pot needed
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

To clarify my last note: audio taper would be great, but not required...1/4" shaft, threaded panel mount, and about 5/8"-3.4" shaft length is what's needed. I want is fine too....I've got some switched pots but nothing that matches the resistance I need (and I can't find two of the same family to transfer the switch from. Grrrh....
Thanks! John

From: JONWEINER@aol.com
Message-ID: <0.e4ec2acf.258e8d50@aol.com>
Date: Sun, 19 Dec 1999 14:34:40 EST
Subject: Problem with T4X-C
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Content-Transfer-Encoding: 7bit

I have a problem with a T4X-C. When in the transmitter or separate position, the oscillators don't seem to be mixing, so the only output comes at 5645 and 11290. Measuring the bandswitched crystal oscillator output, at pin 2 of the 6EJ7 shows that it is working, with the output matching the bandswitch position crystals. Everything works fine in the transceive position with the R4-C in control. Any suggestions before I try to reinvent the wheel?

Jon, K1VVC

Message-ID: <02c501bf4a6d\$a42bfc60\$0e1c3004@oemcomputer>
From: "DavidC" <eDoc@netzero.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: UPS WARNING !
Date: Sun, 19 Dec 1999 17:08:51 -0500
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Dear Fellow BAers:

I also received a direct response to my posting from UPS. I really don't care if my postings are forwarded to anyone, in this case it provided an opportunity to state the case directly to UPS.

I have included her E-mail to me and my reply below. Please feel free to send your constructive comments to UPS as well. Perhaps if we approach this constructively we may see a positive change.

73, DavidC K1YP

Dear Tracy:

Thank you for your explanation! The local folks at your New Port Richey, FL Customer Counter are as helpful and friendly as those we enjoyed in Nashua, NH. We have nothing but good to say about them!

It would be helpful to have greater clarification of the policy, and a waiver we could sign stating that we have packed to Authorized Shipper standard and will waive insurance claims if it may be shown we have failed to do so.

Frankly I pack far better than anything I have ever received from and Authorized Shipper so I know my items can only be damaged through gross mishandling, e.g. penetrated by a fork lift, dropped off the back of a plane and run over, etc. ;-)

It is a pain to have to fuss around with guessing whether or not a radio with a glass meter cover will or won't be accepted at any given moment or location, or if I either stuff an older tube radio with bubble wrap or newspaper to immobilize the tubes if that is OK or simply remove and individually wrap and box the tubes and then ship those with the radio if that is OK? Do you see the confusion that is created by such an imprecise and unpredictable policy?

If UPS could lay out a detailed packing policy for tubes, radios with tubes, radios and other equipment with glass meter and dial faces then folks in the Amateur Radio community could have some certainty as to the expected packing standards.

Note: Requiring the original box and packing materials is not either practical or wise. The original box may have been damaged and the packing materials have likely been damaged and compressed out of necessary shape and resilience. Plus a large percentage of radios have long since been separated from their original boxes.

Sure would appreciate if UPS could take a new look at the policy and issue

something more appropriate to this large and growing source of shipping business.

As you may have read on the lists many are actively looking to the USPS and others in the face of inconvenient and/or incomprehensible UPS policies.

Thanks! David Colburn K1YP in Hudson, Florida

> Dear UPS Customer
>
> Thank you for your inquiry. UPS allows more breakable items to be shipped by
> Authorized Shippers because those sites have been trained to ship according to
> UPS guide lines. Individuals coming in to the customer counters do not have
> such training. Unlike an Authorized Shipper, the customer counters do not
> package items for their customers.
>
> Many UPS Customer Counters will not accept certain fragile items into our
> system. This is not a nationwide policy and regulations may vary from one
> location to another. UPS Authorized Shipping Outlets will accept most types of
> fragile items and will also offer special packaging to enhance the safe transit
> of your merchandise. To locate a local Authorized Shipping Outlet, please visit
> the following link:
>
> <http://www.ups.com/using/services/locate/locate.html>
>
> We regret any inconvenience this matter has caused. If we may assist you in the
> future, please feel free contact us.
>
> Thank you for using UPS Internet Services.
>
> Tracy
> Customer.service@ups.com
> <http://www.ups.com/>
> 12/19/99 S-2

NetZero - Defenders of the Free World
Get your FREE Internet Access and Email at
<http://www.netzero.net/download/index.html>

Message-ID: <385D69D3.EED2EA71@ucalgary.ca>
Date: Sun, 19 Dec 1999 16:27:15 -0700
From: Deane D McIntyre <dmcintyr@ucalgary.ca>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Star Roamer Schematic Available Online
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Gang:

Over the past few years I have had many requests for schematics/manuals for the Knight Star Roamer canoe anchor.

I have put the schematic on my page at <http://deane.bio.ucalgary.ca/StarRoamer.gif> (92kB) for anyone interested to view/download. If interest warrents I will put the alignment info online as well.

73, Deane D McIntyre VE6BP0
dmcintyr@ucalgary.ca

Message-ID: <385D7DBE.D2F1FE56@erols.com>
Date: Sun, 19 Dec 1999 19:52:15 -0500
From: Dave Jordan <wa3gin@erols.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: UPS WARNING !
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

I guess you get more action with sugar than vinegar....UPS also got my note and they sent me a \$5 gift certificate!

Seasons Greetings,
dave

From: PLT1032@aol.com
Message-ID: <0.29a9c7b8.258ee0fa@aol.com>
Date: Sun, 19 Dec 1999 20:31:38 EST
Subject: BC-348-0
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Content-Transfer-Encoding: 7bit

For anyone interested, there's a BC-348-0 on eBay (Listed as a ZERO instead of a letter O) for a mere \$325. Bid ends tonight at midnight. Think I'll pass on this one.

Bob Lindgren

From: "Grant Youngman" <nq5t@home.com>
To: Old Tube Radios <boatanchors@theporch.com>
Date: Sun, 19 Dec 1999 22:12:16 -0600
MIME-Version: 1.0
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7BIT
Subject: Re: BC-348-0
Message-Id: <19991220041341.WAUV18871.mail.rdc1.tx.home.com@c885064-a>

> For anyone interested, there's a BC-348-0 on eBay (Listed as a ZERO
> instead of a letter O) for a mere \$325.

Well, you have to consider all of the factors here.

The seller makes a series of statements, each of which impacts the value, each of which I've addressed in the following.

"Military Aircraft BC-348-0 Radio Receiver. It covers 18Mc down to 1.5Mc and also 200-500 kc. Receiver and cabinet are in good condition. The top has some white spots on it."

This is a plus. There IS a top, which we can tell from the picture and from the fact that it has spots. As long as the spots aren't contagious I see no problem here -- so far. It's just a good thing they weren't green of something

" I have looked inside and everything looks good. ..."

This is clearly the definitive statement about the radio's condition. Reminds me of the typical scene you see repeated over and over again along the road -- car stops, won't start, driver opens hood to see if "everything looks good". A question without an answer is whether he actually recognizes anything he's looking at.

" All the tubes are there and no broken
or extra wires."

I really appreciate it when a seller takes the schematic, the radio, and

traces each and every wire to ensure there are no extra ones. Also, it must have taken a great deal of time to ohm out every insulated wire to ascertain that none are broken. I'd be more comfortable if the seller had stated there were no MISSING wires ... alas.

"Tuning,knobs and controls all move"

It is unfortunate here that the seller did not state in which direction all the knobs and controls move. Some degrees of freedom are better than others ..

"I have no way to test it so I am selling it as is."

Well, at least we know it has spots, no broken or extra wires, and that there is some sort of movement of the controls. In truth, that's a better description than most, which runs something like -- "bought this at an estate, don't know what it is, never seen one before so it must be RARE, if you know what it is bid up 'cause it must be worth a lot. Mint."

" It has the shock mount on it and a speaker that come [sic] with it. I have tested the speaker and it does work but the volume was low."

Ok, the volume was low. Was the volume turned up? Was the listener in the same room? Across town? Had he just come in from listening to Snoop Doggie Dog in the car booming away at a sound pressure level that normally causes bleeding from the ears? All questions begging for answers.

Was that \$3.25??

Merry Christmas everyone

Grant

Grant Youngman / NQ5T
nq5t@home.com <<----- New Email Address
<http://home1.gte.net/nq5t>
Double Oak, TX -- nr Dallas

Message-Id: <3.0.5.32.19991219204409.007f33f0@proaxis.com>
Date: Sun, 19 Dec 1999 20:44:09 -0800
To: Old Tube Radios <boatanchors@theporch.com>
From: Hue Miller <kargokult@proaxis.com>
Subject: Re: UPS WARNING !

Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

At 05:08 PM 12/19/99 -0500, DavidC wrote:

>Dear Fellow BAers:

>

>I also received a direct response to my posting from UPS....

>> Dear UPS Customer....

>> Thank you for your inquiry.....

[noninformational content follows...then:]

>> If we may assist you in the future, please feel free contact us.

>> Thank you for using UPS Internet Services.

--Isn't this your typical corporate nonanswer? I strongly get the impression that they don't care to serve the individual customer at their plants any more. In my area, it's actually impossible to determine the hours of the UPS plant customer window, by phone or net! It's restricted information, apparently. This certainly serves their purpose, if their purpose is to downsize or eliminate customer counters.

And as you point out, many, maybe most, of us do a much better packing job than the shipping & mailbox franchises.

Hue Miller

Message-Id: <3.0.5.32.19991219203118.0079ccd0@pop.igc.org>

Date: Sun, 19 Dec 1999 20:31:18 -0800

To: Old Tube Radios <boatanchors@theporch.com>

From: Dick Dillman <ddillman@igc.org>

Subject: Resurrection

Mime-Version: 1.0

Content-Type: text/plain; charset="us-ascii"

It's been almost three years now since KPH, the great RCA maritime station of the west coast, the "wireless giant of the Pacific", fell silent. Ray Smith sent the final message and Warren Reese shut down the transmitters. Station manager Jack Martini left the receivers on at Point Reyes when he turned out the lights so they would stand a symbolic watch over the ships at sea. But the banks of transmitters at Bolinas were silent. Mice took up residence in the control room. Rats of significant heft were loving life in the generator building. The trees grew unchecked up into the open wire feeders that spread in all directions from the transmitter building.

KPH has been a passion of mine for decades. When I first started visiting the station in the early 70s the point-to-point HF circuits were still in operation. Upstairs at the receiving station in Point Reyes the walls were lined with receivers - each one taking up three full racks. They were connected to antennas aimed at points around the Pacific rim. Signs above each one proclaimed exotic locations like Hong Kong, Singapore and Honolulu. Downstairs all operating positions in the Morse room were manned.

The sound of Morse washed over a visitor as the operators worked one ship after another, sometimes stealing ships from each other, barely clearing the hook from the last traffic list before it was time to send the next one.

But then came the satellites. And GMDSS. And accountants at the shipping companies with sharp pencils wondering why they should pay that extra man with the lightning bolts on his sleeve. The decline was slow but it was steady. KPH carried on years longer than anyone expected. But finally Globe Wireless bought the licenses and the station was shut down.

On Cape Cod they bulldozed WCC even before the tubes were cold. No trace remains of many of the other coast stations. I couldn't abide the thought that KPH and the history it represents might disappear like all the others. In the special case of KPH preservation seemed possible. Rather than passing into the hands of developers KPH and all its artifacts became the property of the Point Reyes National Sea Shore. So with Tom Horsfall I formed the Maritime Radio Historical Society. We submitted a plan for preservation and restoration. The Park Service folks were thinking along the same lines. They looked us up and down and apparently decided that we could do what we said we could. And with a handshake we began work.

We carefully gathered up all of the tubes, parts and documents at the Bolinas transmitting station and stored them in secure areas. Warren Reese joined our group and began educating us on the details of the transmitters.

Jack Martini came aboard and told us how the station really worked. Ray Smith became a member and told us about how it was to stand watch as the senior Morse operator.

The plan is to return KPH to operation just as it used to be operated - or as near as we can manage. The call will be K6KPH instead of KPH and the frequency will be 7mc. instead of 8mc. But it will use commercial operating procedures and Jack and Ray and other former operators will sit the circuit just as they used to. The CQ wheel on punched paper tape will send "VVV DE K6KPH" until someone breaks us with a single dit and K6KPH operator cuts the tape and sends "DE" to begin a brisk exchange with the calling station. The visitors to the planned museum will see and hear a real coast station in operation. That is the vision.

Today we began looking at the transmitters closely, trying to pick candidates to be returned to operation. We have two rows of transmitters from Henry radio not more than 10 years old. And rows of great hulking RCA

giants from the 50s. Outside a forest of antenna poles still stand supporting wire antennas fed with open wire feeders as the radio gods intended.

While our hearts were with the RCA sets we picked one of the Henrys as probably the easiest to return to the air. We traced the feeders and found that it was connected to one of the double Zepps way out at the edge of the antenna field. We traced other Zepps back to the transmitter building. We were in good shape for antennas. We turned on the Henry and let it sit for a bit. It was more like a large ham trasnmmitter than anything else and the construction was no more than adequate. What we really wanted to do was put power to some of the RCA sets. And we did.

Now brothers and sisters, let me tell you that these are real transmitters. Transmitters capable of 20kW should we care to nudge them a bit. Transmitters with balanced output terminals just ready for the open wire feeders. Transmitters with meters the size of Cadillac speedometers. And they were built like the builders were proud of them. We engaged the switch in the power distribution room and walked back to the transmitter. Warren pushed a great large button on the panel that said "Start" and BAM! a contactor pulled in and MMMWwrrrrnnnn the blowers came up to speed. Meters came to life. Filaments glowed. We even tried a shot of HV. These transmitters had been severed from their antennas when the Henrys came in. Which is probably lucky as I don't know if we could have resisted keying them. But instead we shut them down and stood around with our hands in our pockets grinning at each other.

For the first time in years power has been applied to transmitters at KPH. Real plans have been laid to put the station back on the air. I have let myself believe that the tide has turned and the resurrection of the great station has begun.

Vy 73,

Dick/"RD"

Dick Dillman, W6AWO
Chief Operator at K6KPH of the Maritime Radio Historical Society
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

Date: Sun, 19 Dec 1999 22:15:41 -0800
From: Dan <hankarn@pacbell.net>
Subject: Re: UPS WARNING !
To: Old Tube Radios <boatanchors@theporch.com>
Cc: Old Tube Radios <boatanchors@theporch.com>

Message-id: <385DC98D.BE989AC5@pacbell.net>
MIME-version: 1.0
Content-type: text/plain; charset=us-ascii
Content-transfer-encoding: 7bit

You have to know that Mail Boxes Etc is nearly 40% owned by UPS and is a franchise operation and 99.99.99% of the franchise owners do not even know how to spell pack let alone pack correctly. If they ever ran out of peanuts/loose fill they would be up the creek. They also think each package is a Dow Jones 11,900 value in charging.
Hank

5

Message-ID: <385E2068.5157E42F@lenzlink.net>
Date: Mon, 20 Dec 1999 07:26:17 -0500
From: knepper <knepper@lenzlink.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: UPS WARNING !
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

I have read the earlier posts on UPS opinions beginning at least several years ago and now this current series of UPS bashing. I have received and shipped hundreds of UPS packages containing mostly Collins radios and have been most pleased. Of, course, I pack my radios with care and assume nothing. Thank goodness for UPS - no I have no family member working for UPS or do I own stock. For those who are upset with UPS try another carrier. You never going to change UPS policy.

Happy Holidays.

Hue Miller wrote:

> At 05:08 PM 12/19/99 -0500, DavidC wrote:
> >Dear Fellow BAers:
> >
> >I also received a direct response to my posting from UPS....
>
> >> Dear UPS Customer....
> >> Thank you for your inquiry.....
>
> [nonformational content follows...then:]
>

> >> If we may assist you in the future, please feel free contact us.
> >> Thank you for using UPS Internet Services.
>
> --Isn't this your typical corporate nonanswer? I strongly get the
> impression that they don't care to serve the individual customer
> at their plants any more. In my area, it's actually impossible
> to determine the hours of the UPS plant customer window,
> by phone or net! It's restricted information, apparently. This
> certainly serves their purpose, if their purpose is to downsize
> or eliminate customer counters.
> And as you point out, many, maybe most, of us do a much better
> packing job than the shipping & mailbox
> franchises.
> Hue Miller

--
David Knepper, W3ST
Publisher of the Collins Journal
the official publication of the Collins Radio Association
website: <http://www.pixi.com/~jenkins/collins/index.html>

Message-Id: <3.0.5.32.19991220133504.00820240@212.25.129.11>
Date: Mon, 20 Dec 1999 13:35:04 +0100
To: Old Tube Radios <boatanchors@theporch.com>
From: "JOSE V. GAVILA (EB5AGV/EC5AAU)" <eb5agv@ctv.es>
Subject: Re: UPS WARNING !
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Hi BA gang,

My short comment about my experience with UPS: they have worked really fine for International shipping (from USA or Canada to Spain), including a couple Collins S-lines, R-388, R-390A, HP-8640B, ... Of course, all items were packed in double boxes and with enough packing material between them. Some of the items carried also a wood panel to protect the front panel (I think this is always a great idea!).

Just my 0.02 Euro worth,

JOSE

73 EB5AGV / EC5AAU
JOSE V. GAVILA
Benetusser - VALENCIA (SPAIN)

* Please, visit my Vintage Radio Site (last updated 25-November-1999) *
<http://www.geocities.com/SiliconValley/6992/>
European Boatanchors List: http://www.eGroups.com/list/euro_ba_swap
ICQ 43817777

Message-Id: <199912201519.KAA17271@hat-trick.atl.org>
From: "Bob Duckworth" <wb4mnf@atl.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: FLASH. UPS Y2K glitch affects parcel smasher and blows insurance scam to hell.
Date: Mon, 20 Dec 1999 10:14:56 -0000

DATELINE ATLANTA~!!!

This word 'lush-lush' from UPS management at last nights Xmas party owing to a confusion between ounces and centilitres in measuring the Crown Royal for nogged eggs. Someones NASA employed relative had been charged with the recipe.

The UPS parcel smasher computer failed miserably in a Y2K test the day before yesterday and rather than smashing the programmed number of parcels, went with the complement of that number. Management was in a fit. The carefully tuned, collected insurance premium vs payout, curve has been blown and will take months, maybe years to re-establish.

When asked, "what curve", a less tipsy but not bright enough to keep his mouth shut junior manager explained the following.

UPS collects insurance from those willing to pay. If they do not smash any packages, people quit purchasing the insurance. Collected insurance is and payouts are both a function of the number of packages smashed and intersect at a point which maximizes the return on smashing.

So, now you know.

BAG bit: I'm still looking for an NC81XA, X, A, or plain old 81.

From: James.Reid@merisel.com
Mime-Version: 1.0
Date: Mon, 20 Dec 1999 08:45:44 -0800
Message-ID: <005C61D4.C22034@merisel.com>
Subject: Panadaptor help
To: Old Tube Radios <boatanchors@theporch.com>
Content-Type: text/plain; charset="US-ASCII"

Content-Transfer-Encoding: 7bit
Content-Description: cc:Mail note part

Happy Holidays all,

First of all, I'd like to thank everyone for help with the stuck pages issue. It looks like steam is the number one answer. Gee, why didn't I think of that? I will give it a try over the holidays and see what kind of luck I have.

The next issue is a small panoramic adapter I recently purchased from a fellow list member. This is a neat part, but I need some help. The unit looks like it was commercially manufactured and then modified at a later date with new front and rear panels. The unit is approx. 7" W x 6" H x 9" D. The chassis itself is painted in black wrinkle. The tube line-up is as follows:

7F7, 6SA7, (2)6SJ7, 6AC7, 6SQ7, & 117Z6. The scope tube is a 2BP1 and there's an NE-48 bulb mounted on the chassis. Maybe part of a relaxation oscillator?? There are also 5 IF cans scattered about. I haven't plugged it in yet to see if it gets a trace. There's a few wax blobs hiding underneath and it probably needs the electrolytics reformed at best. Does this description ring any bells?? Thanks for your help. I'll try to coax the ol' Xapshot into operation and put some pictures on the website.

-Jim N6SVS
James.Reid@merisel.com

From: "Pete Ferrand" <pete@vermontel.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: Resurrection
Date: Mon, 20 Dec 1999 13:37:20 -0500
Message-ID: <NDBBINAMKKBBCHMFOAJBOEAADJAA.pete@vermontel.net>

Looks like you did it, congratulations. Enjoyed reading the tale.

-Pete
WB2QLL
Plainfield, NH

From: Jderm740@aol.com
Message-ID: <0.205671a2.2590020e@aol.com>
Date: Mon, 20 Dec 1999 17:05:02 EST
Subject: Re: Sony Mics
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Content-Transfer-Encoding: 7bit

Hi

I don't know the ECM 31 but I have an ECM 260 and the instructions say the battery will last 7000 hours. Mine terminates in a balanced output. The cable and plug convert it to an unbalanced output into a PL-55 plug. So you can go either way. The only problem I see with a cardioid mic is noise in the pattern. If you're in the basement with your back to the furnace you'll probably broadcast the motors when ever they come on. If you can aim the cable end towards the noise. That's the dead zone.

Mixers. Shure made a nice inexpensive four or five mic mono mixer. I think it was a MX60. Cost about \$80.00 in the early 1970s. RCA's Hobby Books had schematics for mike preamps and mixers. Modular by nature. Another Mixer, if you run across it, is a Bozak. Portable, rugged and heavy. Bozak was known mostly for speakers but they had a professional audio division.

Jack McDermott Jderm740@aol.com

Date: Mon, 20 Dec 1999 17:53:22 -0500 (EST)
From: MODSTEPH@ACS.EKU.EDU
Subject: Fluke question - and Viking I
To: Old Tube Radios <boatanchors@theporch.com>
Message-id: <01JJQE390T9U0004ZG@ACS.EKU.EDU>
MIME-version: 1.0
Content-type: TEXT/PLAIN; CHARSET=US-ASCII

Gang:

The university a nephew attended was throwing out old test equipment (replacing all with new). He pulled a couple of pieces out of the trash and gave one to me: a Fluke 8050A Digital Multimeter. No book of course.

Couple of questions if anyone can help: it is apparently battery-operated, with built-in charger. It also has place for an AC plug-in (like a computer cord), and the "battery charger" light comes on when it is plugged in and power button is in OFF position. Question: should I (1) leave it plugged into the AC when using it, or (2) run it off its internal battery power? Should I then just leave it plugged in all the time, including when not in use?

Also, I need operating instructions - I got it working, sort of, but am still figuring how it seems/is supposed to work. I have gotten DC readings - more or less - and resistances somewhat. Instructions copy would sure help.

I finally have
Viking is turned turtle on the workbench -checked out bias circuit,
voltage low. Need to replace filter caps (6AL5 rect for bias supply) which
may help the apparent too-much-idle-current. Then set screen voltage,
run it up the flagpole and see if anyone salutes. I did fix a couple
minor wiring things, done when the mod was made to use the 829B - now
if I get the Fluke working it'll help get right voltages so the final
no longer glows brightly when supposed to be just sitting there!

More to come... at least I have put it on the air and made a
few contacts... now to get it working right!

73, Al N5AIT

End of BOATANCHORS Digest 2759
